

# THE Daily Mirror.

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**Both Phones** ..... No. 9

**WEATHER**—For Ohio: Rain in southern, rain or snow in northern portions tonight and Saturday. Colder tonight. Colder Saturday in southern portions.

It was a good game, even though we did lose it.

Mabel Gilman has fixed May thirteenth for her wedding day. The steel trust threatens to make it "23" for Corey.

A war between Mexico and Guatemala would be quite interesting to non-combatants, even though it did not last very long.

Major Lawrence would have been in a peculiar position if his knock out of the negro assailant who was brought before him had precipitated a lynching.

The jury in the DeMassey trial found the "Baroness" guilty of manslaughter in the first degree, but the unwritten law did not figure in the trial.

The demands of Germany and France for a tariff arrangement with the United States indicate that there is something the matter with our schedules. The people of this country are rapidly coming to the same conclusion.

Almost every person in Delaware, New Jersey, New York and Pennsylvania can furnish a clew to the whereabouts of little Horace Marvin, but so far the lad has not been located.

China is said to be ready to receive Christianity with open arms and in the Philippines, the missionaries are denied the privilege of worshipping according to the dictates of conscience. All of which argues that China is more nearly civilized than the Philippines and yet there are those who favor Philippine independence.

Chicago labor leaders have decided not to file charges against President Roosevelt and ask for his impeachment, at this time. They prefer to hide their time and allow public sentiment to get to working first. It is surprising how much public sentiment has come to be recognized and depended upon in all circles.

## THE RAILROADS AND PUBLICITY.

The railroads have finally come to the conclusion that in some matters it will be best to take the public into their confidence and allow the people to know the real state of affairs regarding wrecks, their cause and results and to depend upon public opinion to arouse itself and furnish the powerful lever which will force greater care and a more rigid adherence to discipline upon the part of employees.

In the past, it has been a very difficult matter for the newspapers to get at the facts when any disaster occurred on any line. Employees were giving strict instructions to tell nothing and they followed instructions to the line, under penalty of being discharged from the service of the company. As soon as an employee discovered he was talking to a newspaper reporter, he would close up like an

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oyster, making it a very difficult matter to get at the facts in the case. The reporter was left to gather a few facts and imagine the rest. The result was that men who were responsible were allowed to go without blame, while the company had to shoulder the whole responsibility so far as public opinion was concerned.

The railroads in the light of recent developments have come to have a greater respect for public opinion than they have had in previous years.

A very forcible editorial on this subject appears in a recent issue of The Railway Age, the leading railroad publication of the country. The Age says:

"The publicity which is given to railway accidents by the press and by the interstate Commerce Commission is the cause of much bitter arraignment of railway management, but is of little benefit to the public or to railway managers or to the railway employees. Might not a different kind of publicity make for the great benefit of all of these parties? As it is now, the principal facts which reach the public are that so many persons were killed and so many were injured in a certain period. The attention of the public is not directed to the person who are primarily responsible for these fatalities and injuries, and its resentment is visited upon the management, even when every precaution that human foresight could devise has been taken.

Take, for example, a recent accident wherein at least 20 persons were killed and nearly 100 others were more or less injured. Here, on a piece of straight, level track in broad daylight, the engineer of the wrecked train ran into an open switch when observation of the target would have shown him that the switch was set against his train. Moreover, the engineer was running at high speed through a yard, in violation of the general rules and also of a special bulletin recently issued. The switch itself was left open by a switching crew, in violation of the general rule that all main line switches must be kept closed. On this line surprise checking as a means of educating train men in the observance of signals has been practiced for over five years.

"The most discouraging fact confronting the management in cases like these is that such negligence is found among the men who, by their training and experience, should be the most reliable of the company's employees. The railway management under such circumstances, is helpless to prevent the accident, yet it is the management which has to bear the odium of the unnecessary killing and maiming of its patrons. Could the care of the public be directed to the employee instead of to the manager, and could there be aroused a public feeling which would enforce the existing laws to punish criminal negligence, there could not but result an improvement in the discipline of the railway service.

"The question arises as to whether the railways could not themselves accomplish all the good results to be expected of a government board to investigate accidents, were they to pursue systematically the policy of giving to the press at regular intervals the results of their own investigations into the cause of accidents. Probably the railways could with advantage go further and report to the public serious acts of negligence on the part of employees, even though no accident resulted.

"Reference to recently published statistics from various sources shows: (1) That in the five years that the railways have made reports of accidents to the Interstate Commerce Commission over 70 per cent. of the serious collisions on American railways have been due to the negligence of trainmen and engine men. (2) That where serious collisions have occurred on lines protected by block signals, 94 per cent. of these have been due to negligence of train men and signal men.

"Such facts as these cannot be ignored, and the point it is desired to make is that good discipline and a high morale among railway employees are essential, if such appalling accidents as those fresh in the minds of all our readers are to be prevented. Discipline is difficult to enforce in a republic, and in fact cannot be enforced unless the authority administering it has the sympathy and support of the public. Without the support of public opinion any statute will soon become a dead letter.

"Now often in America is a railway employee punished for criminal negligence, even though his act may have caused the death of scores of persons? Scarcely an instance can be cited. The public, as its opinion is expressed by the actions of juries, sympathizes with the culprit and visits its censure upon his employer when civil suits for damages are brought against the company.

"In general, the railways say as



LOUIS W. HILL, NEW PRESIDENT OF THE GREAT NORTHERN.

Louis W. Hill, the new president of the Great Northern railway, is the son of James J. Hill, organizer, developer and master mind in railroad properties of the great northwest for a quarter of a century. James J. Hill has been president of the Great Northern since its organization in 1889. He now retires, his mantle falling upon the shoulders of his son, whom he has educated with that career in view. The younger Hill is a Yale graduate and has been first vice president of the Great Northern.

little as possible concerning accidents, and complete statements are published only when the accident is of a particularly serious nature. Too often the public receives these statements with disbelief, regarding them as mere attempts to shift responsibility to some subordinate employee in order to excuse his superiors.

"A policy, consistent and regularly followed, of publishing complete accounts of all accidents and their causes, should result in giving the general public a better idea of the difficulties with which the railway managers have to contend in matters of discipline, and directing public censure to the human agents whose faultily the accidents are early all due. In addition, such a policy should assist in building up for the railway and its officers a reputation for frankness, which is a most valuable asset.

"There is no question as to the effect of public sentiment, when it was once aroused, in correcting actual abuses in railway administration and in bringing about a better understanding as to other matters that had been wrongly considered as abuses, and this sentiment should be just as powerful and efficient in reforming the individual employees whose acts endanger the safety of the public as it has been in reforming the corporations and their officers."

## MUST MAKE TRADE RELATIONS WITH FRANCE

Continued from Page One  
 vantage the flourishing and growing American shoe trade with France, for it proposes an increase of duty of 60 per cent. There are indications of a purpose to similarly increase the duties on American grains and flours and other agricultural products, and further indications that general pressure is to be brought to bear upon America, not only by France, the second of European nations to take this position, but by the majority of the continental powers to secure special tariff concessions as the price of admission to their own markets.

In view of the failure of Congress to assent to any of the proposed reciprocity treaties to which the state department has committed itself in principle, notably the case of the pending French treaty, the officials are embarrassed in laying out a course of action that will prevent a general tariff war. Their course would have become easier and congress, while declining to approve the French treaty, indicated what its own desires were.

Paris May 3.—France will welcome any action by the United States looking to the creation of a joint tariff commission similar to the old one which sat at Berlin, with a view of reaching a mutually satisfactory basis of settlement of questions in dispute. The present French government strongly favors a regime of reciprocal concessions, but, at the same time it appreciates the strength of the demand of the French protectionists in favor of higher duties and the sentiment in favor of reprisals on the part of some French exporters, because of what they term as vexatious administrative regulations at New York.

## FAMILY SKELETON

Displayed in Court in an Effort to Clear Son of guilt.

Birmingham, Ala., May 3.—At the trial of Alex. R. Chisholm, former paying teller of the First National bank of Birmingham, under indictment for embezzlement of \$100,000 from the bank, alleged to have been lost in cotton speculation Walker Percy, a Director and attorney for the bank, gave the details of Chisholm's confession, made in his office August 31 last, in which Chisholm told the story of his speculations under the assumed name of G. M. Webster.

The government rested after Mr. Percy had concluded and the defense began by placing Mrs. Robert Chisholm, mother of the defendant, on the stand. She testified that she was a great granddaughter of the late Chief Justice John Rutledge and that he became insane during the last year of his life, also that Justice Rutledge had a grandson in Charleston, S. C., who became mentally unbalanced and had a mania for setting fire to houses. She swore that prior to August, 1905, when the defendant had typhoid fever, he had been of a bright and cheerful nature, but since that time has been morose.

Since his trial last fall the family had sent him to the State Insane Hospital to have his mind treated, but were constantly afraid to allow him to venture away from home.

## AUTOMOBILE FIRE BRIGADE

Prevented Wholesale Destruction by Fire in an Iowa City.

Kensett, Iowa, May 3.—Racing over country roads at the rate of 50 miles an hour, Congressman G. N. Haugen last night drove from Northwood to this town in his touring car, carrying a small band of firemen and fire hose. Mr. Haugen and other citizens came in response to telegrams from Kensett calling for 20 volunteers.

Every machine in the town was summoned, and hose and other small apparatus bundled in. The machines started for Kensett, 20 miles away, with Congressman Haugen setting the pace that it was impossible for others to follow.

The thought that his bank building might be destroyed made him very reckless, and those who made the trip in his machine declared that they had several narrow escapes from turning turtle. His bank is located at the corner of the square, and the adjoining building was on fire when the party reached the town. They fought the fire for hours, and it was 7 o'clock this morning when it was under control.

His building caught a number of times, but the intrepid Congressman, directing a nozzle at the blaze, succeeded in protecting his property. The total damage amounts to \$75,000.

## MOHAMMEDAN PRIEST NOW A "WHITE WINGS"

Chicago, Ill., May 3.—Rev. Naaman Salem, a Mohammedan, who says he was a delegate to the World's Congress of Religions in Chicago in 1893 is now deftly swinging broom and shovel as a member of the city street-cleaning gang in the Twenty-first Ward.

He is a dervish, but he doffed the white turban and flowing robes of the priesthood for a less immaculate oil-cloth helmet and the canvas suit of the "White Wings."

Salem's last public appearance as an expounder of the religion of Mohammed, was at the St. Louis World's Fair of 1904. After the exposition closed, he returned to Chicago.

## TWENTY-ONE THOUSAND IMMIGRANTS LAND

New York, May 3.—Twenty-one thousand immigrants, the largest number on record, landed here today. The majority are Italians.

## STRIKING PRESSMAN RETURN TO WORK

St. Louis, Mo., May 3.—The strike of pressmen on the four St. Louis papers was settled this morning, and the men returned to work. Employers and employees will arbitrate.

## KING EDWARD VISITS PRESIDENT FALLIERES

Paris, May 3.—King Edward and President Fallieres exchanged visits yesterday. The interview at the Elysee palace lasted 45 minutes.

During the afternoon King Edward received Foreign Minister Pichon and Premier Clemenceau.

Coming on the heels of his majesty's conference with King Alfonso, of Spain, and King Victor Emmanuel of Italy, King Edward's consultations with the French statesmen here are regarded as important and as strengthening the relations between Great Britain, Italy and Spain.

## COURT MARTIAL ACQUITS CAPTAIN EDGAR MACKLIN

San Antonio, Tex., May 3.—The court-martial which has been trying Captain Edgar Macklin of the Twenty-fifth Infantry, in connection with the shooting up of Brownsville went into secret session at noon yesterday and after sitting one hour, returned a verdict of not guilty.

Saturday Only.

If you even think of getting a suit after while, don't miss the Marion Clothing & Cloth Co.'s sale, \$25.00 at \$15.50. Cash or credit.

**TOMORROW** at 2 p. m. we will announce the name of the winner of our great Buck's Stove Drawing Contest. We want you all to come. There will be 500 little girls under 14 years of age present. Every little girl who has entered the contest and has presented her drawing will receive a prize.

**McCLAIN'S**

## NOTED TENOR SINGER CUTS OUT HIS TONGUE

Milan, May 3.—Arcangelo Rossi, the tenor, who was with the Corried opera company in San Francisco during the earthquake and who, as the result of the fright he experienced, has not since been well, endeavored to commit suicide here today. Recently he lost his voice. This calamity weighed so deeply on his mind that he went crazy, and today he cut out his tongue with a pair of scissors.

He was taken to a hospital in a critical condition.

## WHERE! OH WHERE! CAN PETIE BE?

Families Go to Law Over a Canary Bird.

Mrs. Rush Says the Bird Mather Returned was Not "Petie."

Up until a few days ago Mrs. Sadie Rush owned a canary which was wont to fill with joy and rapture all who happened to hear the dulcet notes which issued from its dainty throat. During its brief earthly career, the bird bore the euphonious title of "Petie." Now Petie is no more—he has gone where the woodbine twines, to a place where his plaintive voice will no longer thrill the hearts of those about him.

Several weeks ago Mrs. Rush loaned Petie to her neighbor, Mrs. George Mather.

When Mrs. Mather brought back a little yellow bird in a brass cage Mrs. Rush thought sure it was her pet. But after he had been in the house a few days, she saw that his actions were not those of Petie. In days gone by, when she would stick her fingers between the bars of the cage to stroke Petie on the back, he would dance around like a ballet girl and protest in tones loud and long.

Not so with the bird which had been returned by Mrs. Mather. He was as docile as a lamb and seemed to take pleasure in having Mrs. Rush rub his back. This set Mrs. Rush thinking and before long she decided that Mrs. Mather had kept Petie and sent back a counterfeit.

Up before Justice Conely went Mrs. Rush a few days ago and brought suit in replevin against Mrs. Mather. Constable Ben Bigford went out to get the cage which was said to contain Petie and there he found that the bird supposed to belong to Mrs. Rush had passed away.

Friday the case was to have been heard before Justice Conely, but as Mrs. Rush had not asked to have the bird replevined either dead or alive, nothing could be done. She immediately brought suit for \$10 damages against Mrs. Mather and Justice Conely set the hearing for 9 o'clock Friday morning.

Mrs. Rush says that the bird is one which was imported from Germany and was given to her little girl for a birthday present. Both parties have retained attorneys and the case will be fought to a finish to decide whether Petie has really been jerked across the Jordan or whether the bird which Mrs. Mather returned is Petie, still in the land of the living.

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